

## **TRANSIT SYSTEMS**

Public transit provides many benefits to New Hampshire residents and visitors, including mobility for those who cannot or prefer not to drive, and a transportation alternative that can relieve traffic congestion and reduce emission of pollutants from motor vehicles. A number of New Hampshire communities have local bus service and access to intercity bus service that connects them with the larger region. Local bus service provides access to jobs, medical care, shopping or other services. Intercity bus routes provide a lifeline for rural areas and an alternative to congested highways for Boston-bound commuters.

In New Hampshire, eleven public transit systems provide local bus service to the public. These include two city-run systems in Manchester and Nashua, a system operated by the University of New Hampshire, the regional COAST system in the Seacoast and CART in the Derry-Salem region, and local bus systems operated by private, nonprofit organizations in Concord, the Upper Valley, Laconia, Berlin, Keene, and Claremont

Transit projects are listed in the Ten Year Plan by community or transit system name. The descriptions and funding levels are consistent with the regional Transportation Improvement Programs. The NHDOT administers rural transit, elderly and disabled, job access-reverse commute, and “new freedom” transportation programs, listed as Statewide in the Plan.

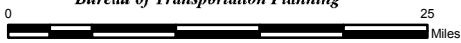
Funding amounts in the Plan reflect total costs, including local matching funds. Most transit projects are funded by the Federal Transit Administration (FTA), which requires a 20% match for capital, planning, or preventive maintenance and a 50% match for transit operating expenses. While most matching funds come from local sources, the state provided a total of \$162,000 per year in FY 2006-2007 for transit operating expenses and \$209,000 in FY 2008-2009. This money helps the transit systems meet their expenses and leverage additional FTA funds.

In FY 2005, the funding breakdown for the three urbanized area public transit systems was: Federal, \$3.5 million or 48%; Local, \$1.1 million or 41%; and State, \$67,000 or about 1%. For the six rural systems the breakdown was: Federal, \$1.6 million or 58%; Local \$1.1 million or 41%, and State, \$58,000 or 2%. The UNH transit system does not receive Federal assistance to support its operating expenses and the Derry-Salem system was not yet in operation.

# PUBLIC TRANSPORTATION



Department of Transportation  
Bureau of Transportation Planning



Park and Ride



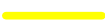
Concord Coach



Vermont Transit



Peter Pan



Dartmouth Coach



C & J Trailways



Local Transit System

1

Exits

